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HONGKONG, SATURDAY, SEPTEMBER 17, 1904.

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8.8. SALINAE, 588 tons, Captain J. Wilcox.

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One of the above Steamers leaves Canton for Wuchow every Monday Wednesday and Friday at about 8 a.m., and the other leaves Wuchow from Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation, and are lighted throughout by electricity.

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THE MANAGER.

Hongkong, August 1, 1904. 1413

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BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE]
SUPPLIED BY REUTER, VIA BONJAY.

[Received on September 17, at 4.21 a.m.]

THE RUSSO-JAPANESE WAR.

EUROPATKIN'S REPORT.

Hopes in Russia Revived in France.

LONDON, September 16.

The report forwarded to St. Petersburg by General Kuropatkin with regard to the battle of Liuyang have been favourably commented upon by French military critics.

It has revived hopes in France that Russia will eventually be successful.

THE RUSSIAN RETREAT.

Conducted 'Better than Anticipated.'

Remarks by the Telegraph

LONDON, September 16.

The Daily Telegraph, in referring to the surprise evoked in Japan by the announcement that a change had taken place in British views with regard to Russian strategy, states that while the British had great admiration for their allies and their faith in their ultimate triumph was undiminished, it would be prone to ignore the fact that the Russians had done better than had been anticipated.

FIGHTING AT KAMCHATKA

Japanese Proclaim Kamchatka a Neutral Territory

But are Driven off.

London, September 16.

Viceroy Abeshev reports that fighting took place in the Kamchatka Peninsula in July last between Russian Militiamen and Japanese fisherman.

The Japanese had proclaimed Kamchatka to be a Japanese Protectorate, which caused the militia to attack them.

The Viceroy claims that the Japanese were driven off after inflicting very heavy losses.

[REUTER'S SERVICE]

GENERAL FOMIN KILLED.

London, September 16.

General Kuropatkin mentions that General Fomin was killed at Yentsai.

BAD FOR RUSSIA.

The Times, discussing the financial position of the combatants, believes that the continuance of operations will impose a greater drain on Russia, than on Japan, who seems prepared as scientifically in the financial sphere as in the fighting services.

THE BALTIC FLEET.

It is announced in St. Petersburg that the Baltic fleet will stay some time at Libau before proceeding to the Far East.

THE RUSSIAN CRUISERS.

Besides the *Dervish* yesterday, the *Terek* stopped the British vessels *Mary*, *Groedel* on the 10th instant and the *Trochiribet* on the 12th instant.

THE 'LENA' DISMANTLES.

Captain Berdinsky, of the *Lena*, has intimated to the United States authorities, that he desires to dismantle, and remain at San Francisco until the end of the war.

The Newspaper for Soldiers.

The Patrie publishes from the newspaper specially founded for the Russian troops in Manchuria, *The Messenger of the Manchurian Army*, the following curious sample of Russian comment on the progress of the war:

For the last five months Japan has been committing in the eyes of the whole world an honourable suicide with inflexible stubbornness. Japan continues to send her divisions and ships to be destroyed, for she prefers to bleed to death in war and to die of hunger in Manchuria rather than at home. What has Japan gained during these five months? What has she done? Absolutely nothing. She is in no way nearer victory, but she has lost nearly half her fleet and further than ever from final success. Moreover, Japan, is doing what she can to realize completely the plan of campaign which we had foreseen. She is continuing to cut her way through Manchuria to the destination awaiting her in the narrow defiles and ravines of this region. Generals Kuwaki and Oki are beginning over again the fatal blunders of Charles XII., and Napoleon in pushing further and further inland, blunders for which they were cruelly punished.

The Patrie, an organ which is exceptionally friendly to Russia, speaks of the above as an extraordinary way of regarding the events of the war, and points out that all the defiles and ravines mentioned in the Russian military virgin have long since fallen into the hands of the Japanese.

France and the War.

The chief correspondent of the Standard wrote on July 30.—A recently retired member of the Russian Diplomatic Service informs me that Count Lansdorff was two months ago distinctly given to understand from the Quay d'Orsay that under no circumstances would France permit herself to be drawn, directly or indirectly, into a struggle, the object of which was the possession of Manchuria. It would be an altogether different question if the territorial integrity of the Russian Empire were

assailed by a hostile combination. Both belligerents in the Far East are fighting on foreign territory, and whether, ultimately the war will be carried into the territory proper of either combatant, the neutrality of France will be strictly maintained. On this point, added my informant, there was, undoubtedly, a perfect understanding between France and England.

War Notes.

The Peking Court is reported to have engaged an American lady, Miss Mary Reynolds, to teach English to the Emperor's nephews and nieces.

Yokohama and Tokio became forests of flags when the final victory at Liuyang was announced. There were great celebrations, too, at Osaka, Kobe, and other cities.

Preparations are being made on a large scale for the wintering of the Japanese armies in Manchuria.

RIFLE SHOOTING.

Teams of ten men aside, the eight best to count in the score, from H. M. S. *Rosario* and the Royal Engineers, met in a shooting match at the Hongkong Rifle Range on September 15. The result was a win for the *Rosario* team by 26 points, Petty Officer Evert, with a total of 96, being the highest scorer.

The full scores are as follows:—

H. M. S. 'ROSARIO'		Total.
P. O. Evert	... 39	24
Pte. Maloney	... 33	32
Ships Cpl. Barton	... 26	34
A. B. Savage	... 28	30
Captain Vivian	... 30	30
Pt. Way Gunner	... 2	32
P. O. Hinton	... 26	24
1st Lt. Parker Cooper	... 28	22
Surgeon Clark (67) and A. B. Head (68) also shot.		678
ROYAL ENGINEERS.		600
Corporal McEwan	... 33	24
Staff Sgt. Harris	... 28	30
Sgt. Thornhill	... 33	29
Corporal Tenison	... 27	28
Corporal Moore	... 31	18
Sapper Coyle	... 23	30
Upper Tovey	... 29	26
Corporal Moudam	... 9	21
Staff Sergeant McSweeney (66) and Cpl. Head (65) also shot.		652

HONGKONG CRICKET CLUB.

The Annual Report of the Hongkong Cricket Club for 1903-4 season shows a balance to the credit of the Club of \$14,08.67 on 'General Account' and \$7,24.00 on 'New Pavilion' Account. The latter will be increased by \$2,250 when the Debenture-holders have taken up their holdings. The Club sent a team up to Shanghai in October last, which defeated the home XI, by an innings and 22 runs. The thanks of the Club are due to the Shanghai community for the generous hospitality extended to their representatives during their visit. The Club played fifteen Cricket Matches against the Navy, Garrison, etc., of which nine were won, three lost, and three drawn. There were also played eight other Matches (such as Public School and Universities c. The Rest, etc.). Mr. W. C. D. Turner headed the batting averages with 56.31, and Mr. C. R. S. Cooper was first in bowling, with an average of 10.30 for 26 wickets. The following scores of 100+ and over were made:—Mr. W. C. D. Turner, 198; 115 (not out); and 104. Lieut. W. F. Lumsden, R.A., 136 (against Shanghai); Mr. R. Hancock, 136; and Mr. T. Sercombe smuth, 101. In October last the Hongkong Cricket League was formed and did much to stimulate local Cricket. Eight Clubs joined and the H. K. C. Club was represented by a 'Reserve' team from which seventeen of the more prominent players of the Club and all Naval and Army members were excluded. After making a bad start the 'Reserve' team improved considerably and eventually took fourth place in the Competition. At the close of the Cricket Season a fairly strong Club XI. met XV. selected players of the League Clubs and won an interesting game by 31 runs. The Old Pavilion was demolished, and in accordance with the resolution passed at the Extraordinary General Meeting held on February 12th, the building of the New Pavilion was commenced in April last. The latter is now approaching completion. The Government has granted the Club a license to take in the pathway on the North side of the Cricket Ground, and this matter will be brought forward at the Annual General Meeting. The invitations extended to the Singapore and Shanghai Clubs to send teams here for an Interport Cricket week have been accepted, and the first match is provisionally fixed for November 11th. The Annual Lawn Tennis Match against the Ladies' Recreation Club was played on April 20 and resulted in a win for the Cricket Club by 81 games to 77. The Annual Lawn Tennis Tournament was played during April and May. The Championship was again won by Mr. Hancock. The 'A' Class Singles Handicap was won by Mr. A. Humphreys and the 'B' Class Singles Handicap by Mr. R. Manning. Messrs. H. and R. Hancock won the Doubles Handicap, and the Hon. J. M. Atkinson and Mr. T. Sercombe Smith were the winners of the Professional Pairs. The Annual Racquets Tournament was played in April. The Championship was again won by Mr. H. Hancock, who also won the Singles Handicap, and with his brother, Mr. R. Hancock, the Doubles Handicap. The thanks of the Club are due to the Officers of H.M. Navy and Army who so kindly lent their Bands; to Mr. P. W. Goldring for making out the Cricket averages, and to Mr. A. R. Lowe for auditing the Accounts. Lieut. Rimington, S.F., and Lieut. Soflett, R.N., resigned their places on your Committee on leaving the Colony, and Major Chichester and Mr. A. Wilson, R.N., were elected in their stead. Mr. H. Arthur has also left the Colony but his place has not been filled. Mr. A. G. Ward retires from the posts of Secretary and Treasurer at the end of this month and Mr. A. R. Lowe has been appointed to succeed him. During the year 83 new members joined the Club. The total number of members is now 478, and there are 150 Naval Subscribers.

NOTHING LIKE EXPERIENCE.—One truth learned by actual experience does more good than ten experiences a day about. Tell a man that Chatsworth's Colic, Cholera, and Diarrhoea Remedy will cure cholera morbus, and he will most likely forget it before the end of the day. Let him have a severe attack of that disease, feel that he is about to die, use this remedy, and learn from his own experience how quickly it gives relief, and he will remember it all his life. For sale by All Dealers: WATKINS & CO., LTD., General Agents.

FRENCH CONFIDENCE IN KUROPATKIN.

The Commander-in-Chief's Deep Scheme.

To the leading newspapers of Paris, the rumors of the steady decline of General Kuropatkin in the estimation of the Czar seem portents of a serious character. Organs of the importance of the *Temps*, the *Journal des Débats*, the *Gaulois*, and the *Figaro* remain firmly convinced that Kuropatkin's plan is not only the path of safety for Russian strategy, but that the present commander-in-chief of the military forces is the one man competent to carry it through to ultimate success. Those great dailies do not seem to know what to make of such stories as those in the *Paris Matin*, to the effect that Kuropatkin is to be provided with an associate, the Russian army at the front is to be divided, and Admiral Alexieff to be invested with a vague kind of supremacy over everybody. It is difficult to reconcile these reports with all that has been said of Kuropatkin's plan by those French organs which devote so much of their space to its praise and elucidation.

The 'plan' is familiar enough. Kuropatkin, asserts the *Figaro*, means to retreat as far as Harbin, if necessary, but when he has 500,000 men ready to take the field, he will advance upon his objective, which is Tokyo itself. The *Temps* has just put it grossly grandiosely:

'In the face of the superior forces of the Japanese, it was necessary to adopt the tactics of 1812 and to retire continuously, but not to offer battle until the time came when circumstances permitted the Russians to advance everywhere with a considerable numerical superiority. General Kuropatkin foresees the criticism his plan would inspire, and he even reckons upon the possibility of the capture of Port Arthur by the Japanese. That is why he remarked, at the time of his departure for the front, that he would be first accused of incapacity in not having prevented the advance of the Japanese, and subsequently of treason in having handed Port Arthur over to the enemy. These criticisms have already commenced in St. Petersburg, and efforts are being made to bring them to the attention of the Czar. They are upheld by political considerations of which Admiral Alexieff is making himself the vehicle.'

The efforts to discredit Kuropatkin will not be successful, in the opinion of the organ of the French Foreign Office, and its sources of information are believed to be of the very best. At the same time it admits that the enemies of Kuropatkin are powerful and determined:

'They are not satisfied, moreover, with criticizing Kuropatkin's plan. They criticize his military capacity. As the foundation of his reputation was laid under the auspices of Skoboleff, whose chief of staff he was, his enemies are now attempting to prove that Skoboleff did not think much of Kuropatkin, who never could do anything of consequence unless in concert with a great general. Some are dwelling upon the fact that during the attack upon the Green Mountains before Plevna, it was announced to Skoboleff that Kuropatkin had been wounded. Skoboleff paid no attention and continued his movement. Others declare that Skoboleff once said to Kuropatkin: "Alexis Nicolaievitch, you are an ambitious man and you will have fine career, but do not forget my advice. Never accept an independent post in which you will have to direct affairs." This was probably alleged in connection with a recent observation by one of Kuropatkin's enemies: "At present he only wants a Skoboleff, and all would go well if he had one." Many persons in this group accuse Kuropatkin of boundless ambition.'

The disaffection in St. Petersburg is not less, according to this authority, than that in the theatre of war itself:

'Great is said to be the discontent against Kuropatkin among the troops in the Far East, especially with regard to his strategy. They are more and more losing confidence in their chief, and they hold him responsible for all that is happening. They pretend that it was from jealousy that he sent away General Linevitch, the most popular commander in the Far East, who has been despatched to Vladivostock. The more moderate urge that Kuropatkin is good for nothing but a chief of staff. He is a theoretical strategist, a skilful manœuvreur, but he is not a battle general like Linevitch. He will never know how to fight the decisive battle of the campaign, and for that reason he spends his time on familiar ground in marches and counter-marches.'

Such morsels of disparaging gossip are referred to by the French daily only to give an idea of the situation from the personal standpoint. They are not to be accepted as we are told, as of any special significance:

'Whether Kuropatkin be ambitious or not is a difficult thing to decide except to those who are intimate with him. In all this current gossip there is much, certainly, that is erroneous. What is certain is that, in every circumstance Kuropatkin reveals himself as a reflecting man, somewhat cold, if anything, a man who thinks more than he speaks. All that is known of his participation in the war in central Asia and in the Near East reveals him as a circumspect man, the enemy of all fiery impetuosity. Skoboleff highly esteemed him and admired his methodical traits.'

Kuropatkin's plan is the only one possible in the mountainous region through which the three Japanese armies have been advancing:

'Mountain warfare is a very specialized branch of the art. The Russian soldier and the Russian officer are essentially combatants of the plain. They can not adapt themselves over night to affairs of hills and defiles. On this point the old masters of Alpine warfare could furnish useful maxims, whether one goes as far back as 1635, to the Duke de Rohan, directing his campaign of Valdrome against the imperial troops, or whether one prefers to refer simply to Leopold's example in his manoeuvres in 1709. To one of these authorities mountain warfare was, above all things, a matter of decision. You must advance, as in the plain to the point you wish to carry, and attack it, with all your forces brought together, with no loss of time and without a thought of turning back.'

'To the other authority the mountain is an open fortress with a defenseless entrance, a drawbridge always lowered. Strong in every part, it is eminently weak in lines of communication.'

There is truth in both these opinions. The art of command in the mountains is to reconcile them into a happy medium and to apply them opportunely. That is what the Russians have never taken the trouble to do by means of text-books, and what they will never learn except through their own experience.'

Russia lagged very much behind the other nations in the military reorganization that set in throughout Europe between 1866 and 1872; we are reminded by the *Journal des Débats*. In the midst of her military re-

CORRESPONDENCE.

THE VOLUNTEER RESERVE ASSOCIATION.

To the Editor of the 'CHINA MAIL.'

Sir,—Referring to your leading article of the 16th instant, I would state I am one of many retired Volunteers, of four years' service and over, between the age of 30 and 35; and willing to join the Volunteer Reserve Association; but am at present debarred from doing so by the age limit of 35.

Having no intention of rejoining the Volunteer Corps or my services and those of many others are lost to the Colony until called upon to serve by Military Law.—Yours, etc.

EX-GUNNER.

Hongkong Volunteer Corps.

Hongkong, September 16.

BY WHARF AND WAVE.

A collision occurred in the harbour last evening resulting in considerable loss of property and some damage. The accident happened at about 7 o'clock, in the vicinity of Kollette's Island, when the steamer *Hoinan*, a cargo junk, three rams, and a fishing boat. She was steaming along steadily, when according to the particular supplied to the police, a vessel, believed to be the customs launch *Koonoon*, collided with and upset the fishing boat and cargo junk. Their contents were lost and some damage was sustained but there was no loss of life.

According to the *Scallop Times* as the Boston Towboat Company's lines *Tremont* was entering Port Townsend on the 15th ult. at dark, she was run down by the steamer *Ramona*, and several of her plates were smashed. The accident happened as the vessel was rounding the bay into Port Townsend on the run down from Seattle. Captain Garlick, in command, and Pilot Jordan were both on the bridge. A fog was on the sea, and the liner was struck suddenly by the coming steamer *Ramona*.

The *Tremont*'s damage consisted of a few

parted plates, but she did not seriously delay her voyage across the Pacific. She called at Port Townsend to drop her pilot and take aboard a batch of Chinamen who had been ordered to be deported.

HONGKONG FOOT

Shipping.

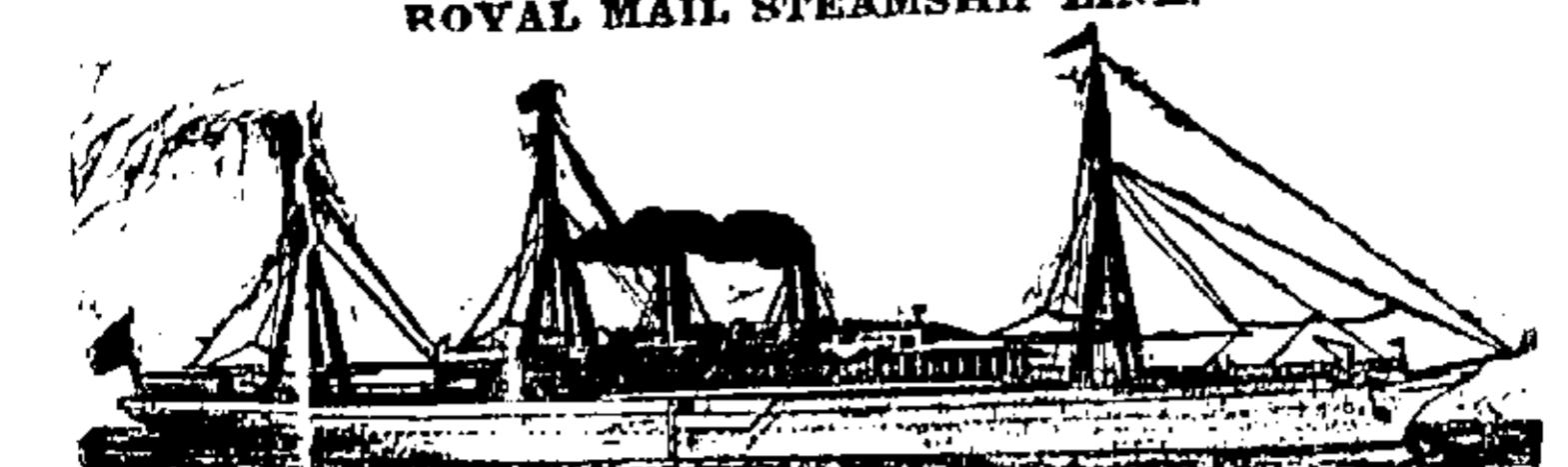
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI.....	{Multa C. L. Daniel.....	About 22nd Freight and September. Passage.	
LONDON, &c.....	{Nudia V. N. TELLARD.....	Noon, 24th See Special September. Advertisement	
LONDON & ANWERP, VIA STOKE, YANQ, CH'LO AND H. W. SWAN.....	{Formosa P. H. W. SWAN.....	About 30th Freight and September. Passage.	
For further Particulars, apply to E. A. HEWETT, Superintendent.			

P. & O. S. N. Co's Office,
Hongkong, September 16, 1904.

26

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.



THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, Etc.

SAFETY SPEED—PUNCTUALITY.

Empress Liner Steamships—6,000 Tons—10,000 Horse Power—Speed 19 mts.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HOKKODA. (Subject to Alteration.)

R.M.S. EMPIRE OF JAPAN..... 6000 TONS..... WEDNESDAY, Sept. 21, 1904.

R.M.S. ATHENIAN..... 3882 TONS..... WEDNESDAY, Oct. 12.

R.M.S. EMPIRE OF CHINA..... 6000 TONS..... WEDNESDAY, Oct. 19.

R.M.S. TARTAR..... 4425 TONS..... WEDNESDAY, Nov. 2.

R.M.S. EMPIRE OF INDIA..... 6000 TONS..... WEDNESDAY, Nov. 16.

Hongkong to London. 1st Class, £60; via New York £62.
Intermediate on Steamers, £40..... £42
1st Class Rail, £10..... £12

THE magnificent EMPIRE STEAMSHIP is passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officers in the Service of China and Japan Governments.

For further information, Maps, Guide Books, Rates of Freight and Passage, apply to D. W. CRADOCK, Acting General Agent, Hongkong, August 10, 1904.

FORTLAND AND ASIATIC
STEAMSHIP COMPANY.

CALLING AT HONGKONG, VIA INLAND SEA OF JAPAN,
MONT. KOREA & YOKOHAMA FOR

OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

STEAMERS	Tons.	Captains.	To Sail On
YUMANTIA	6270	W. COOPER	Oct. 19, 1904.
NICOMEDIA	6270	W. COOPER	Oct. 27, 1904.
ARABIA	1483	B. BAIRD	Nov. 19, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, September 12, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

STEAMERS LEAVING

TAMSUI, Via SWATOW AND AMOY,	{ M. STRUVE, Capt. T. BRANDT, } SUNDAY, 18th Sept., at 10 a.m.
ANPING, Via SWATOW AND AMOY,	{ PROVIDENCE, Capt. K. KORNBLAEN, } WEDNESDAY, Sept. 21, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY,	{ FRITHJOF, Capt. H. A. HARALDSEN, } SUNDAY, 25th Sept., at 10 a.m.

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, September 12, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
PLEIADES	3763	Purinton	About Sept. 19.
SHAWMUT	9806	W. M. Smith	About Sept. 22.
TREMONT	9806	T. W. Garlick	About Oct. 7.
LYRA	4417	G. V. Williams	About Oct. 20.

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT..... 9806 tons Capt. T. W. Garlick .. About 26th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell & Co., Limited,

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, September 17, 1904.

1734

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARD'S.

FROM	STEAMERS	TO	Due
GLASGOW AND LIVERPOOL	ACHILLES	HAITAN	18th September.
GLASGOW AND LIVERPOOL	DEUCALION	HAITAN	1st October.
GLASGOW AND LIVERPOOL	ULYSSES	HAITAN	8th October.
GLASGOW AND LIVERPOOL	JASON	HAITAN	14th October.
GLASGOW AND LIVERPOOL	AGAMEMNON	HAITAN	22nd October.

HOMEWARDS.

FROM	STEAMERS	TO	SAIL
GENOA, MARSEILLE & LIVERPOOL	IDIOMENUS	20th Sept., at Noon.	
LONDON, AMSTERDAM & ANTWERP	TYDEUS	27th September.	
LONDON, AMSTERDAM & ANTWERP	PATERCLUS	11th October.	
GENOA, MARSEILLE & LIVERPOOL	PINOCHEY	22nd October.	
LONDON, AMSTERDAM & ANTWERP	ACHILLES	26th October.	
LONDON, AMSTERDAM & ANTWERP	TYDEUS	8th November.	

For Freight or Passage, apply to

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

THE Company's Steamship

YUENSANG, Captain F. WHEELER, will be despatched for

the above Ports on TUESDAY, the 20th

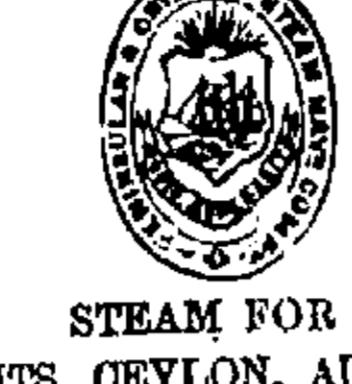
Inst., at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIRIE & Co.,

General Managers.

Hongkong, September 16, 1904. 1697



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CON-

TINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamer NURIA, Captain F.

M. TILARD, carrying His

Majesty's Mail, will be despatched from

this for BOMBAY, on SATURDAY,

the 24th September, at Noon, taking Passen-

gers and Cargo for the above Ports in con-

nection with the Company's s.s. Himalaya,

6,898 tons, from Colombo. Passengers' ac-

commodation in which vessel is secured

before departure from Hongkong.

Silk and Valuables, all Cargo to France

and Tos for London (under arrangement) will

be transhipped at Colombo into the mail

steamer proceeding direct to Marseilles and

London; other cargo for London, &c., will

be conveyed from Bombay by the R.M.S.

Persia, due in London on the 6th Novem-

ber, 1904.

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CHURCH SERVICES.

St. John's Cathedral.
SUNDAY, SEPTEMBER 18.
16TH SUNDAY AFTER TRINITY.

Holy Communion (7.30 a.m.)—Responses, Ferial; Matins (11 a.m.)—Responses, Ferial; Venite, Tucker; Psalmus, Dombey, Fellow and Bartlett; Te Deum, Calkin in D; Benedic, "Open in in D; Antiphon, "Send out Thy Light"; Gounod; Hymn, "108".

Holy Communion (12 noon). Kyrie, Frost in O; Hymn, "215".

Evensong (5.45 p.m.)—Responses, Ferial; Psalms, Stainer and Trebeck; Magis, "Praise, Jesus"; A; Nam Dimittis; Wicks in E; Hymns, "265, 214 and 477"; Vesper Hymn, Ward; Voluntaries, Allegro; Smart; Lament in B flat—Markel.

Union Church, Kennedy Road.

11 a.m.—Worship; Sanctus, No. 232; Hymn, No. 393; Chant No. 10; Psalm, No. 111; Tally's Ordinal; Hymn, No. 559; Hymn, No. 142.

6 p.m.—Worship—Hymn, No. 89; Psalm, No. 433; Hymn, No. 513; Hymn, No. 207; Hymn, No. 305.

After meeting 7 p.m.—Entertainment; Sunday 2 p.m.—Communion at 12 noon.

St. Peter's Church, Queen's Road West.

Morning Prayer—11 a.m.; Venite, Goss; Te Deum, Lewis; Jubilate, Davy; Hymn, "295, 46, 698, 300".

Holy Communion (12 noon).

Evening Prayer, "Praise, Jesus"; Magnificat, Hawes; Nonn Domini, Foster; Hymn, "57, 299, 593, 24".

The church leaves Dayspring will sail on the ship carrying white crosses to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 10.30 and 4.15, returning afterwards. The answering pennant is the flag of All the fittings are fine and appropriate. Visitors welcome. Hymn, "God is with us"; Sunday School, 10.45 a.m.

Weston Methodist Church, Wanchai.

Sunday 10.15 a.m.—Worship; Sunday 6 p.m.—Worship; Thursday 7.30 p.m.—Bible Reading; Books prior to 3 p.m.—All seats free; pre-arranged.

Soldiers' and Sailors' Home, Arsenal Street.

Sunday afternoon—Men's Bible Class.

Sunday evening 8 p.m.—Evangelistic Meeting.

Monday evening 8 p.m.—Clerical Meeting.

Sunday, Naval Depot, Kowloon.

Kwun Tong—6 p.m.; Holy Communion—3rd Sunday—9 a.m.

Peak Church.

Deutsche Kirche, HALL OF UNION CHURCH, KENNEDY ROAD; Deutsche Gotterhöchstätte—9.45 a.m.

ENTERTAINMENTS AT HOTELS.

HONGKONG HOTEL.
Mr W. M. Anderson Dr Mackeson
Mr R. B. Becht Mr C. Gordon Mackie
Mr P. Baron Bon Mr A. Mackie
Dr J. Bennett Dr O. Marrett
Mr T. Borthz Mr T. P. McLean
Mrs E. Bincham Mr W. McRide
and child Mr & Mrs E. Meikle
Mr R. J. Birbeck Mr P. J. Miller
Mr & Mrs S. Binstey Miss Milton
Miss Bouney Mr G. A. Moir
Mr W. S. Bissell Mr and Mrs E. M.
Mr E. A. Bonner Moon
Mr W. B. Boyce Mr A. G. Newington
Mr L. Bransell Mr C. J. North
Mr E. Brunschwicg Mr E. K. Overend
Mr C. Bryan Mr J. A. Pattie
Mr W. G. Clark Mr A. H. Pollard
Mr F. T. Colson Mr A. G. Potter
Mr G. Cunningham Mr W. T. Pudding
Mr A. J. Darby Mr and Mrs F. O.
Mr F. O. Davies Ranney
Mr J. T. Davies Mr F. S. Raynor
Mr E. B. Descomps Dr L. R. Reel
Mr G. Dean Mr P. F. Rice
Mr P. Dorosier Mr G. B. Sayre
Mr and Mrs Douglas Mr R. T. D. Sayle
Mr T. C. Downing Mr and Mrs J. G.
Dr H. Ebenezer Scott
Mr A. Emerson Mr C. P. Sherman
Mr H. G. Fisher Mr C. G. Simonson
Dr H. E. Fox Mr G. Somerville
Capt. T. Hall Mr C. B. Thomas
Miss L. Garza Mrs A. Somerville
Mr C. Glover Mr C. H. Soper
Mr A. W. Grant Mr A. Spitzel
Mr P. D. H. Grant Mr G. E. Steele
Mr and Mrs J. A. Dr. M. A. Stein
Mr Griffith Mr W. M. Stewart
Dr D. E. Hahn Mr H. K. Struve
Capt. T. Hall Mr C. B. Thomas
Mr J. Hanlon Mr J. C. Tracy
Mr R. Hardinge Mr W. D. Trimmell
Mr R. G. Hickford Mr S. C. Vickers
Ms. Helm Ms. L. Wenzys
Mr J. J. Jocly Mrs A. M. Whitton
Mr E. Johansen Mr & Mrs D. W. Wilkin
Capt. A. Jones Mr Phillip W. Wright
Mr E. A. Katach Mr and Mrs G. E.
Mr C. G. King Woolmer
Mr J. Kirkwood Mr and Mrs Gordon
Mr A. R. Lewis Wright
Mr D. Macdonald Capt. W. S. Welsh
Mr R. J. Macgowan Dr A. B. Zanett

THOMAS'S HOTEL.

Mr D. M. Alistair Mr K. B. Mehta
Mr A. Anderson Mr L. F. Nelet
Mr Frank Mr E. Peacock
Mr O. D. Cady Mr C. G. Poole
Mr R. Oroney Mr G. G. Smith
Mr C. F. Goodhart Mr M. O. Sullivan
Mr B. Hesterman Mr S. R. Tormas
Dr Hough Mr M. T. Tornetta
Mr A. Howe Mr Li Tezeman
Mr F. K. Kashidawala Mr M. J. Whaley
Mr J. Kerman Mr L. C. Young
Mr P. May

CARLTON HOUSE.

Mr T. E. Banks Mr J. Loth
Mr John S. Chapman Mrs G. Osborn
Mr H. S. Cheverton Mr and Mrs G. O. B.
Mr F. O. Day Perkins
Mr E. A. Esley Mr A. Skinn
Mr E. B. Holmes Mr F. W. Williams
Mr T. H. Hollins Mr and Mrs T. Wright
Mr W. J. Hobbs Mr F. C. Zehrmann
Mr H. B. Kemp

KING EDWARD HOTEL.

Dr Bird Mr J. G. Logan
Mr D. O. Caselli Mr V. Longch
Capt. F. H. Hamblin Mr and Mrs G. Maha
Mrs Hamilton Mr Mohd Ali
Mr Thos. A. Hammer Mr A. H. Ough
Mr Jackson & child Lt. and Mrs G. Pike
Mr J. Watt Jamison Mr Bruce Shepherd
Mr N. Kies Mr O. Stacew
Capt. F. Kofoe Mr H. S. Vaughan
Capt. J. Kynoch Mr A. Wormann

SHIPPING.

ARRIVALS.

September 17.
Jacob Diederichsen, German steamer, 623, B. Olsen, Faabot and Hollow Sept. 16; General—Jensen & Co.

Orange, Norwegian steamer, 1,001, Joh. Dannevig, Bangkok September 8, Rio and Meal—Sander, Wieland & Co.

Tenkuo, German str., 1,002, O. Koch, Kohschang Sept. 10, Rio, Teakwood and General—BURTRIFFIELD & SWIRE.

September 17.
Carl Diederichsen, German steamer, 774, H. Schlaikier, Haiphong Sept. 18, General—Jensen & Co.

Karin, Swedish str., 686, G. Peterson, Newchwang, Chefoo Sept. 11, General—Sander, Wieland & Co.

Alberga, German str., 2,768, H. Petersen, Manila Sept. 13, General—CARLOWITZ & Co.

Wardour, British str., 1,167, W. Brown, Staats via Hoilhow September 16, General—CHINESE.

Arlton Apear ... 4 ... 10' 1 ... 15' Butterfield & Swire

Auberonard ... 4 ... 10' 1 ... 15' Butterfield & Swire

Auglank ... 3 ... 10' 1 ... 15' Butterfield & Swire

Carl Diederichsen ... 3 ... 10' 1 ... 15' Butterfield & Swire

Changhae ... 4 ... 10' 1 ... 15' Butterfield & Swire

Choayang ... 3 ... 10' 1 ... 15' Butterfield & Swire

Chow Fa ... 3 ... 10' 1 ... 15' Butterfield & Swire

Cranley ... 3 ... 10' 1 ... 15' Butterfield & Swire

Cyrus ... 3 ... 10' 1 ... 15' Butterfield & Swire

Doric ... 3 ... 10' 1 ... 15' Butterfield & Swire

Eastern ... 4 ... 10' 1 ... 15' Butterfield & Swire

Fooshing ... 4 ... 10' 1 ... 15' Butterfield & Swire

Glenesk ... 3 ... 10' 1 ... 15' Butterfield & Swire

Gregory Apea ... 3 ... 10' 1 ... 15' Butterfield & Swire

Heathford ... 3 ... 10' 1 ... 15' Butterfield & Swire

Hokkong ... 3 ... 10' 1 ... 15' Butterfield & Swire

Inkuo ... 3 ... 10' 1 ... 15' Butterfield & Swire

Jacob Diederichsen ... 3 ... 10' 1 ... 15' Butterfield & Swire

Johanne ... 3 ... 10' 1 ... 15' Butterfield & Swire

Kampot ... 3 ... 10' 1 ... 15' Butterfield & Swire

Karim ... 3 ... 10' 1 ... 15' Butterfield & Swire

Keong-wai ... 3 ... 10' 1 ... 15' Butterfield & Swire

Korat ... 3 ... 10' 1 ... 15' Butterfield & Swire

Kwaneth ... 2 ... 10' 1 ... 15' Butterfield & Swire

Lewock ... 3 ... 10' 1 ... 15' Butterfield & Swire

Lydia ... 3 ... 10' 1 ... 15' Butterfield & Swire

Macduff ... 3 ... 10' 1 ... 15' Butterfield & Swire

Manili ... 3 ... 10' 1 ... 15' Butterfield & Swire

Matiude ... 3 ... 10' 1 ... 15' Butterfield & Swire

Mathilde ... 3 ... 10' 1 ... 15' Butterfield & Swire

Meiss ... 3 ... 10' 1 ... 15' Butterfield & Swire

Midland ... 3 ... 10' 1 ... 15' Butterfield & Swire

Monica ... 3 ... 10' 1 ... 15' Butterfield & Swire

Norfolk ... 3 ... 10' 1 ... 15' Butterfield & Swire

Orion ... 3 ... 10' 1 ... 15' Butterfield & Swire

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